



2007-4



JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA, INC.

The Bottle Shipwright

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman-**Don Hubbard**, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year for North American members. The dues for overseas members are \$28.00 per year.

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The Bottle Shipwright

Volume - 25

Number - 4

ON THE COVER - Christmas cartoon
by our Pres. Emeritus - Jack Hinkley.

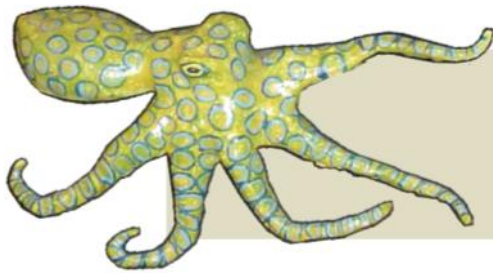
BACK COVER - Original Christmas cartoon
by Don Hubbard - enhanced by Terry Butler

Seasons Greetings

Dear members - I've put this issue together with the help of a new software program with hopes of being able to put the whole magazine into a color digital format besides the standard black and white print version. This will probably be in the form of a color archive CD at the end of next year, available to members only. Bear with me - I'm still learning- but I'm having fun playing with it in the meantime. You'll probably notice a few different graphics and headline styles in this issue. The magazine is definitely needing some material from you members. The articles on hand are running very low and unless more comes in I may have to run some older material from the archive disk. I do have a few contributors from overseas which helps. Keep those photos and articles coming in please! The new material will be spread over several issues. I often work on the magazines months ahead.

As you know - a few months back we had a postage increase. We did not raise rates but maybe we should have. Basically we are offering the subscriptions at cost with almost no thought for other expenses in the SIBAA. The staff is unpaid and will remain so. However, most of the staff cover their own small expenses, for things like paper, ink (and software) used for SIBAA work. Thankfully a few of you send in extra dollars along with your subscriptions and that helps subsidize some of the extra costs the subscriptions don't quite cover. Any of you who wish to do this - just be sure to note on the check that the extra is a gift for the SIBAA so our treasurer can keep accurate records. Otherwise he may think you are paying for two or three years at one time. For those of you who have a computer - be sure to check out the SIBAA website at www.shipsinbottles.org There we are posting color photos from some of the Bottle Shipwright articles. It would be wonderful if the magazine could be printed in color but the cost for that is much higher than our very tight budget allows. At present only the Christmas cover is done in color each year. The best we can do for now is to post some color versions online for you. Take a look!

Terry



Jules Verne Meets Tim Wilson

This project by Tim Wilson took over a year to complete. The SIB was a present for his daughter's birthday. The bottle itself was actually a glass floral bottle. The octopus is constructed from wood and putty which was sculpted around the glass. Tim said the real challenge was to get what was in his head into the bottle. Really super work Tim!



A TRAVELING SHIP-IN-BOTTLE DISPLAY

by Terry Butler

When presented with the challenge of making a better ship-in-bottle display to use in my Plymouth, MA demos, I thought about making a folding stand up display of some sort. I found two partitioned shadow box type frames at Walmart and hinged those together so that the frames could be folded up. I added a hook clasp closure to the front ends. The back board had a black velvet material attached, but for interest I removed that and added different colored pieces of mat board using double stick tape to adhere them. For bottles I used insulin bottles given to me by my mother and a church friend. Those are very clear with no distortions. The labels were peeled off and the tops cut away with sharp scissors. Miniature books I made by copying and reducing the covers on my computer. Insides are blank. Miniature scissors, rulers and pencils were found in the doll-house section of a craft store. The hand graphics were found as clip art online and reduced to use. For dimensions I used foam stick dots behind some of the display portions to hold them a small distance from the mat board. I had our glass place cut plexiglass to replace the glass pieces to prevent breakage on trips. The plexiglass isn't shown as I did the photography without that in place to avoid reflections. I used a Brother P-Touch label maker for most of the wording. Adding black mat board behind each white piece added needed contrast for interest and made the pieces rigid enough to place well.





FORMING THE HULL



PRINT THE PLANS



FIND A BOOK



ADDING MASTS
DRILLING HOLES



ASSEMBLING
THE MASTS



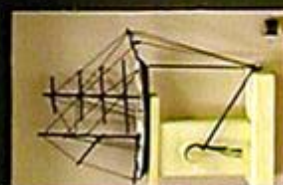
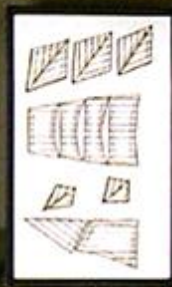
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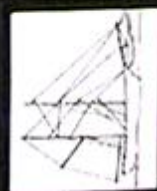
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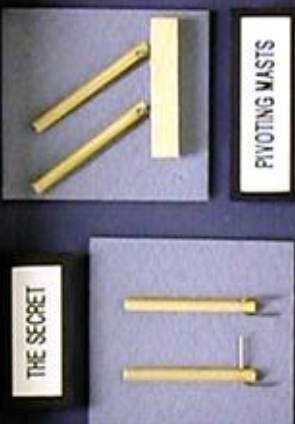


DRAWING AND
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RIGGING





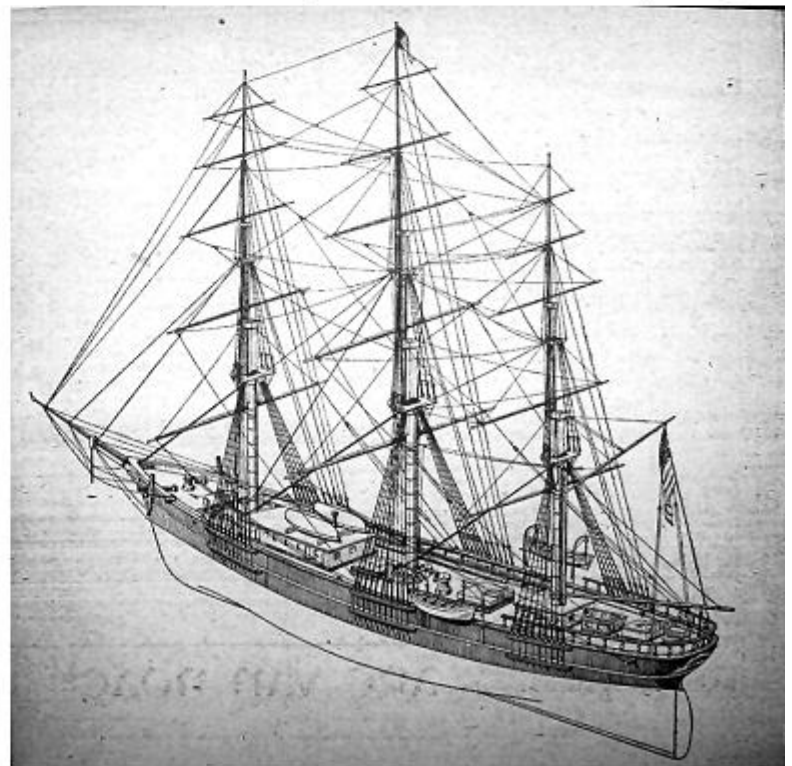
SOVEREIGN OF THE SEAS

by Bob De Jongste



American clipper ship of 2421 tons built in 1852 by Donald McKay of Boston for the Swallow Tail Line. She proved to be very fast on her trials and made a name for the speed of her voyages on the New York - California run. As a result of this reputation for speed she was chartered by James Baines of Liverpool for his Black

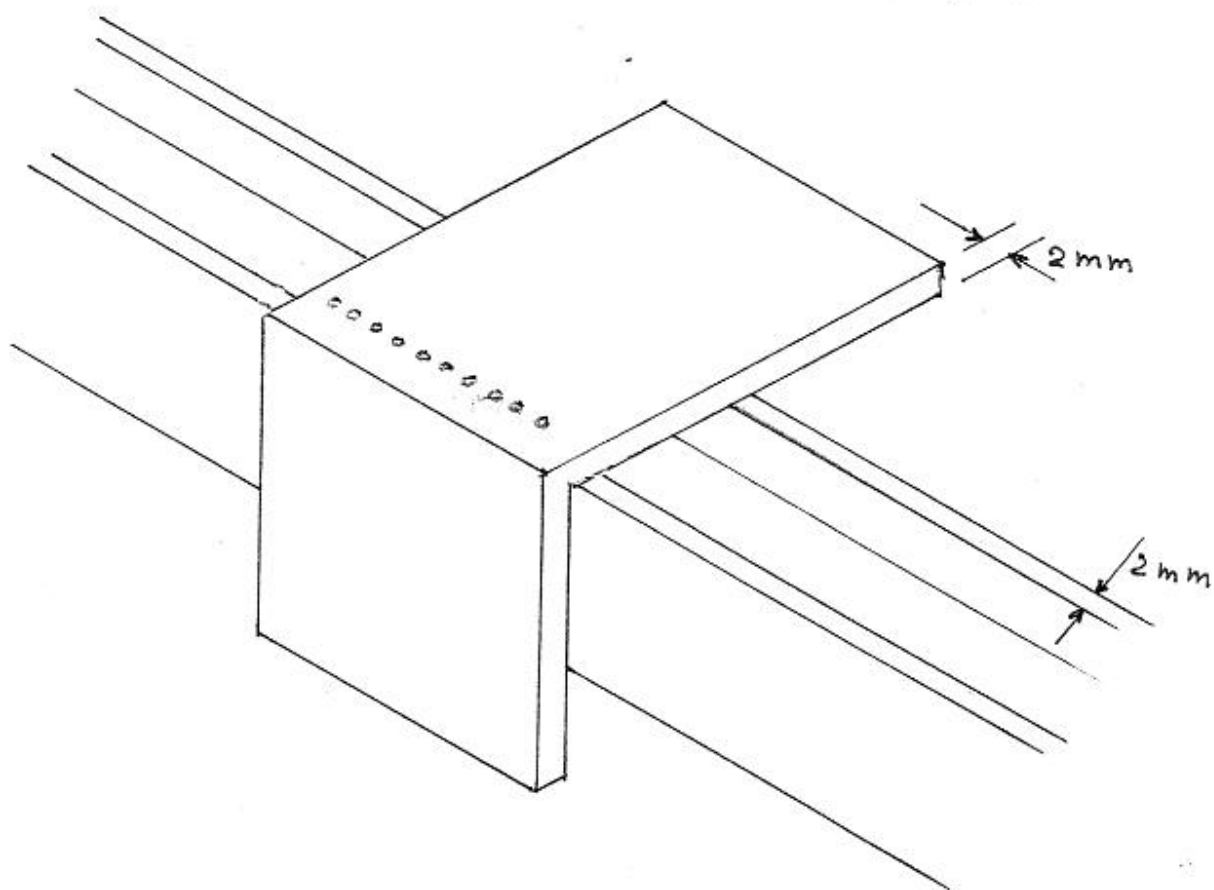
Ball Line and was used in the Australian wool trade, setting a new record for the passage from London to Melbourne of sixty-five days. It was not until thirty years later that this record was beaten by the famous clipper *"Thermopylae"*. Deeply impressed by this fine performance of the *"Sovereign of the Seas"*, Baines ordered four more clippers from McKay, all of which were to become famous in the history of the great sailing ships: the *"Lightning"*, *"Donald McKay"*, *"James Baines"* and *"Champion of the Seas"*. All four were built in 1854. Donald McKay lived from 1810 to 1880. He was born in Shelburne, Nova Scotia and is generally considered to have been the greatest builder of ships of any nation.



BULWARKS. by Bob DeJongste

The bulwarks of the SIB's that I build have a thickness of about 2 millimeters. I drill the holes of 1 mm through the top of the bulwarks and through the hull.

For better centering of the holes
I have made myself a small makeshift.
I took two pieces of 2mm thick iron
and soldered them together.



At a distance of 3 mm (thickness of the iron plus half the width of the bulwark) I drilled a couple of 1 mm holes. Do not use brass since that wears out too quickly.

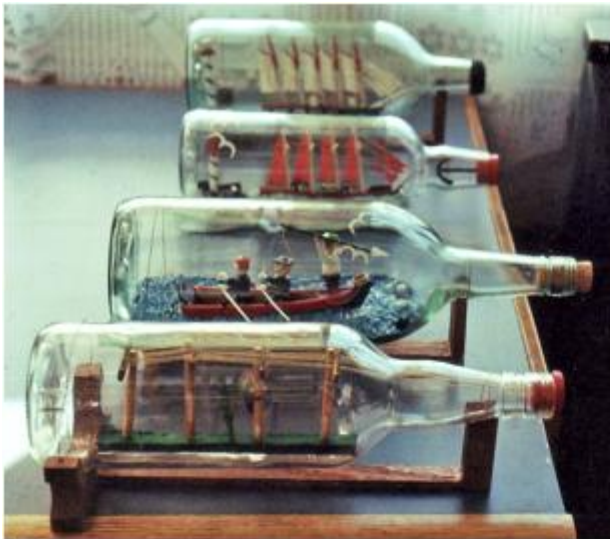
For a good result I suggest that you clamp the hull and the iron appliance together in a vice.

I wish you success!



Projects from Alex Cuthbert





Alex Cuthbert - an 86 year old member from Syracuse, NY, sent these photos some time ago, compiled in a tiny album, with small cut up photos taped in rows. It took some doing to separate the photos digitally, correct the color, enhance the photos and edit them to present those here. Alex just called as this article was being put together, to say that he had just received his seventh consecutive blue ribbon at the N.Y. State Fair in Syracuse for his artwork. He enters his projects under the category of "Seniors with impairment" since he was declared legally blind back in 1992.



FRANK J. PIPER, M.D.
PHYSICIANS OFFICE BUILDING
COMMUNITY GENERAL HOSPITAL
SYRACUSE, NEW YORK 13215
TELEPHONE 492-5706

September 2, 1992

Re Alexander P. Cuthbert

To whom it may concern:

The above-named patient has less than 15% Visual Field and fulfills the visual field restriction to be declared legally blind.

This patient's visual field defect shows no improvement and appears to be permanent in nature and will not improve.

Frank J. Piper

A Serious Proposal to Increase Public Perception, Appreciation, and Involvement in Ship Modeling

Reprinted with permission from the Nautical Research Journal - Fall 2007 - Volume 52/No.3

by Burton D. Reckles

If you're reading this Journal, the probability is pretty good that you build ship models and that you're serious about this pursuit. If so, you are no doubt also aware of the fact that the general public's interest in these creations runs a distant last compared to their interest in model railroading, radio-controlled cars, airplanes, and all the ancillary venues attached to these pursuits. As a group the blame for this lies with us!

Want proof? Visit the retailers of models in this country and compare the depth and selection of kits and component parts in the maritime area compared to any of the other modeling pursuits listed above. Once again it's a distant last. Unless we, as an organization, undertake an effort to change this, we face a very uncertain future.

Why do I say this? For the answer let me suggest that you pull out the Secretary's Newsletter included in the Summer 2006 issue of our Journal and review the section on the responses to the 2005/2006 Members Survey. In the section headed "Guild Projects" there were twenty-four different responses, but only one suggested the idea of doing public outreach.

As you would expect, the overwhelming majority of responses regarding future projects concerned ship modeling. Yes, I realize that is the glue that holds our group together. It's what we do. It's our hot button. But as you read on I think you'll agree that our future lies in a concerted effort to undertake more public outreach.

The problem is that, like any special interest organization, all of our discussions concerning ship modeling are with other ship modelers. We are talking to ourselves and that precludes any opportunity to increase the visibility of maritime modeling in the public mind. We're simply going round and round the same track with the same people. It is imperative that we break out of this rut and find ways to

increase ship modeling visibility with the general public. We need to start building for the future.

As ship modelers we are each skilled artisans or craftsmen, the title is unimportant. Certainly our individual skill levels vary, but again referencing the demographics of the 2005/2006 survey, you'll find that over fifty percent of our membership is fifty years old or older. That is an eye opening number. What's more, over a third of our membership is sixty years old or older. Compared to the nation's demographics that is an even more startling number. Given those numbers I have to assume that we have a lot of older members who have been sitting at their work benches sharpening a lot of skills for a long, long time. These numbers were the impetus that drove me to undertake this article.

As a former senior advertising executive of a Fortune 500 company who has spent many hours studying market research conclusions, several inter-related facts jumped out of the survey.

- As an organization whose membership skews to such a high average age, we obviously do not appeal to the youth of this country.
- Because of this we're always a distant last in the subject of modeling interest for the declining number of young people who may be attracted to modeling. A conversation with the management of several national model kit retail chains reaffirmed this assumption.
- We are participants in a dying art form.

You may well argue with this last conclusion, but a visit to the Nautical Research Guild website will tell you that our membership numbers have remained static at 1,600, give or take a few. The dictionary defines static as showing little change (remaining stagnant). I challenge you to name a business or organization whose goal is to

keep its customer or membership base static. In my experience static means you can't grow any more and so you've leveled off. History and experience shows the next step for any organization that stops growing is decline and that is one step away from dying.

The Nautical Research Guild's website rationalizes this by saying that most of our members are "empty nesters" that had to wait for their children to leave home to get seriously interested in ship modeling. I think that this is a major misinterpretation. I think the answer lies in the first two points above, which will eventually confirm the final point.

However, if misery loves company, then we are not alone relative to modeling organizations with this same problem. A conversation with the Education Director of the National Model Railroad Association (NMRA) evidenced that they indeed face a like problem.

NMRA was born in 1935 and serves as the umbrella organization devoted to the development, promotion, and enjoyment of model railroading. Though much larger than the Nautical Research Guild, NMRA membership rolls also skew toward a much older makeup and, from the mid-1990s to recently, has fallen from 25,000 worldwide to less than 20,000, where it has stagnated.

Last, I can also base my conclusion on more than twenty years of real-life experience with the Ships-In-Bottles Association of America (SIBAA), a national maritime modeling organization devoted to a nautical art that traces its origins back about 400 years. Though the SIBAA is nowhere near as large in membership as the Nautical Research Guild, this advocacy organization grew from its birth in the 1980s to a membership in excess of 200. It also underwent a period of static membership and then started to decline to its current level of 125. Sister ships-in-bottles organizations in Europe have mirrored this history. The German arm folded several years ago, and the Dutch branch is threatening to follow suit.

With five grandchildren whose ages range from seven months to eighteen years, I am well aware of the fact that today's youth are far more interested in holding a joystick and destroying alien invaders than holding a X-Acto knife and fairing a hull. However, I still have to assume that there is a large youth market for modeling. If there were not, Wal Mart, Target, Michaels, Hobby Lobby, and thousands of other retailers

would not devote valuable shelf space to model kits, components, paints, and other modeling items.

If these thoughts sound logical, the obvious next question is what steps we can take to once again begin to grow our numbers. I say we because you and I are the Guild, and if we don't do this, who is will? And even if we can't increase our direct membership numbers, how do we at least increase the interest in ship modeling for people who may later be moved to join the Nautical Research Guild?

My focus has always been the youth market for two reasons. First because that is the longest lived group and even if their interest wanes, you have planted a seed which could well grow ten or twenty years later. Second, because by capturing the youth you could well generate interest at other age levels too. Many a child's parents could well find themselves drawn into our interest circle.

Most people who write articles or proposals like this would next outline their well thought out answer to the question posed above. In all honesty, I cannot do this because I am not sure I have the answer. However, I am confident that each reader has his or her own thoughts on methods or means to approach the solution to the problem.

Further, I don't think this is a problem that the Nautical Research Guild can resolve at a national level. I think the answer lies in the actions that must be undertaken by members at their many individual local levels. What I can do is share with you the individual steps and projects I have undertaken over the years to try to generate an interest in the art of ships-in-bottles. Some worked well, others didn't, and in a few cases what worked one time may not have been successful the second time around.

Like any solution to a human problem, my approach, like yours, will be based on personal experience. Since each of our personal modeling experiences will be different, so should our solutions. Allow me to summarize what experience influenced the actions I have taken.

I am seventy-one years old and have been modeling since my youth. The last thirty years I focused on sailing ships, starting with kits and progressing to scratch building. About twenty years ago I discovered miniatures, focusing on glass encapsulated pieces, especially ships-in-bottles and marine dioramas. I am very fortunate to have had pieces displayed in museums in Europe, Asia and the United States, including

the Smithsonian's National Museum of American History. I have written articles for *Model Ship Builder*, *Ships in Scale*, and the *Nautical Research Journal*. The State of Texas Commission on the Arts lists me as an artist-in-residence. In addition to the SIBAA and the Guild, I belong to a local ship model club and serve on the Board of Directors of the Houston Maritime Museum. Obviously I am a strong advocate and spokesperson for ship modeling.

Given this background and a forty-five-year career in advertising, marketing, and consulting, my first goal in an effort to sell ship modeling was to find an audience to talk to, the bigger the better. As I said earlier, I initially aimed to get to kids which, in retrospect, may or may not have been the ideal target. My business training told me that, if you want to talk to youth, you need to go where they congregate. This led me to compile a list of such locations and my first thought was the local library.

Many library visits doing ship model research highlighted the fact that most of the libraries in my county had glass cases with ever changing displays. Obviously that meant an ongoing need existed to find new material for those cases. Meeting with county library officials, I arranged to loan them some models for display in their libraries. Part of the agreement called for their public relations department to promote this traveling exhibition, which in turn generated a lot of local newspaper coverage.

This in turn thrilled the librarians on-site as it relieved them of the task of having to find appropriate display materials for a month or two, and thus they were most cooperative. Then, to round out the display case, I suggested a list of maritime and model building books from their shelves to display with my models. That tied my display and their resources together. It also tended to expose visitors, both youth and adult, to model building books.

Last, as icing on the cake, I built and donated a ship model illustrative of an event in our state (Texas) history to the children's department of the main library with the agreement that it was to remain on permanent display. It has now been there for twelve years. If the old adage about product exposure being the key to selling is true, I have to assume that during this time period I have interested a few young folks, and maybe some adults, in ship modeling.

If you say a few is a rather small number, you're right. However, it's still a few more than might have otherwise been exposed, and I know

this will be a long haul project. What if twenty-five percent of our sixteen hundred members were to undertake similar actions all over the country? Now instead of one person influencing a few, you have four hundred influencing maybe seventy-five or more. The numbers grow exponentially. By the way, if you decide to do this and can get your model appraised, the library will give you a donation letter and you can take the donation off your taxes.

Another area on the youth target list referred to above is schools. I have arranged to speak to classrooms full of kids. You're especially welcome if you have models related to the historical period the class is studying and can target your discussion to the happenings of that time. I have generated these invitations through conversations at the teacher or school principal level, or through a parent I know who in turn talks to his or her child's teacher. Be warned that to move in this area you need to be able to free up time during the school day.

A similar venue, but one that meets in the early evening, are local scout troops, who make a great audience, as I can attest to from personal experience. In an attempt to expand on this market area, I am currently in discussion with the National Director of Advancement for the Boy Scouts of America. I have written a proposal to his committee, which will shortly come up for discussion, to broaden the basis for the modeling Boy Scout merit badge. At present this badge is awarded only for drawing plans and then building an architectural model of a house, office building, or something similar. My proposal suggests that they specifically also include the building of ship or other types of models (either from a kit or scratch built) as the basis for a scout merit badge.

Because ships-in-bottles are such unique pieces and so fascinating for kids who invariably ask: "How did you get it in there?" I have developed plans and assembly instructions for a very simple single mast sailboat in a bottle, which I have passed out at many speaking engagements. It makes a great child and parent project that I hope has launched a youngster or two, and perhaps his or her parent, into ship modeling. This project is designed for children of ten years or older.

For younger children, I created a "cut out the parts" page that includes everything you need to make a bottle ship on a sheet of paper. The child cuts out the bottle, which they paste down. The sheet contains a parts diagram of a

sailing yacht. The various ship model components, including water, hull, cabin, masts, and sails, are cut out of the sheet and pasted in place over the glued down bottle. When finished, the piece can be colored, and the child has a paper ship-in-a-bottle.

In an effort to cultivate an adult audience, I have found that local networking clubs and the various service clubs (Lions, Elks, Optimists, Moose, and so on), virtually every senior and retirement club, and even nursing homes, are always in need of program speakers.

The last is really too old an audience for such marketing, but putting on programs in these facilities is a great public service and personally made me feel good about myself. It also generated publicity which in turn generated more service club contacts.

If you get your name on this rubber chicken circuit, you won't have to worry about getting yourself lunch for several weeks. You also won't be able to look at a piece of chicken for a month as you will receive many invitations to display and talk about your work. Often, after the meeting, one or two of the attendees who have a latent interest in ship modeling will hang around to talk to you. It's a great opportunity to stoke the fires of that interest one on one. You might invite them to attend your ship model club meeting if you're in a club. If not, invite them to your workshop to follow up on this budding interest.

Last, I also belong to a ship modeling club (Gulf Coast Historical Ship Modeling Society) which meets at the Houston Maritime Museum. Our club holds a show once every few years, which generates a lot of public interest and attendance.

If you belong to a club, I can tell you from personal experience that a show is a great way to pump up your membership numbers. Though not all show attendees join, we do get a substantial kick in new membership. It seems that latent interest becomes desire when people know there are others around who share their feelings. If your area doesn't have a maritime museum, your club officers can talk to the promotion manager of your local major shopping mall or your local art, natural history, or other museum. You'll be surprised at how many will be willing to host a show. Remember, they are always looking for ways to increase their visitor numbers, and you can help do that for them, generating non-typical visitors for their institution. You'll draw additional benefit from the strong media tie these museum public relations

people have with the local media, which in turn will build exposure for your show.

I have also found that by talking to other clubs and organizations you can uncover heretofore undiscovered vehicles to generate public perception and raise interest in your organization. For example, earlier I alluded to a conversation I had with the Education Director of the NMRA. He outlined a program undertaken initially at their national convention, which is now also done at regional shows. It's called the Junior College Program (JCP). In this effort, members work with children attending the show, though a parent must sit in. Together they help the child build an item for a model railroad layout. It may be a manufacturer-donated railroad car kit, a building or other structure like a bridge, or something as simple as some trees. The child takes the finished or partially finished item home and, according to this individual, this action has led to more than one parent/child team becoming involved in the hobby of model railroading. In concept it makes perfect sense that if you built a model railroad car, structure, or tree, you now need a model railroad upon which to display it.

I personally have had experience with each of the various efforts outlined in this proposal and have been amazed at the fact that sometimes one works only to falter the next time, and the one which faltered the first time may be very successful the next time. I cannot tell you if it's the audience or the phase of the moon, as there appears to be no specific reason why!

As I said at the beginning of this proposal, I am one person whose ideas are limited by my personal model building and related experiences. You, my fellow colleagues, represent an army with a multiplicity of ideas. My only goal in writing this document was to initiate a dialogue amongst ourselves aimed at developing ways to increase the visibility and interest of the general public in ship modeling.

The ball is now in your court and I think it's incumbent on the membership to weigh in with their own thoughts and feelings on the questions and ideas raised here. Your feedback is key, because without it the Guild officers and directors are operating without membership direction, which makes it impossible to chart an intelligent course on the future of this and like-minded ideas that may follow. With this in mind, I, along with the Guild officers and directors, await your experiences, thoughts, and proposals as they relate to the future of the Nautical Research Guild, as well as that of our hobby.

Knot in a Bottle

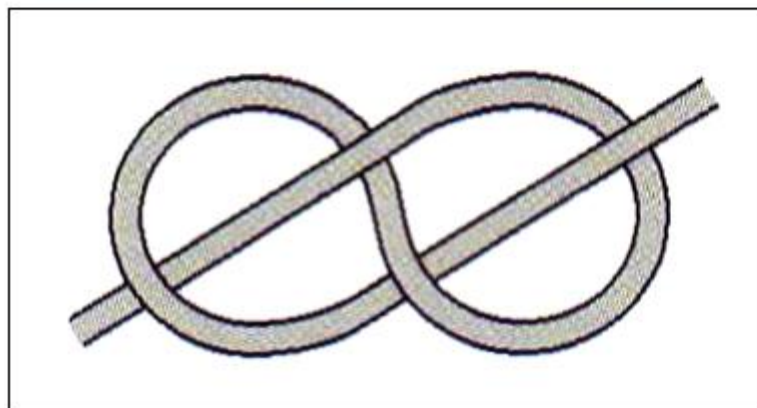


Peter Hille of Germany sent me a fun photo of the knot in a bottle (pictured below). There are actually two knots in the bottle but one is hidden in this photo. The project was made 13 years ago and given to a friend so Peter didn't have a photo showing both knots. When quizzed by email on how he did this, I received this reply: "Very simple, I tied a knot outside the bottle and put it into water. After drying I cut the rope how I thought the length would be right, cut (and wrapped) the ends, opened the knot and put it into the bottle. Inside I used a hook to tie the knot in the right knotted position. After seeing that, I thought to myself perhaps it would look better to put a second knot into the same bottle." The bottle is a .33 Liter Coke bottle he found in Ger-



many and the rope is 12.7 millimeters or about a half inch thick.

Some of you may not know this, but Peter Hille is the author of two very comprehensive books on ships-in-bottles. A collaborative effort with his friend Barry Bradley-Young, they co-authored "Handbuch für den Buddelshiffbau", Bielefeld 1995, ISBN 3-7688-0857 (This book is out of print). The book was translated into English "Ship Models in Glass", Glasgow 1999, ISBN 0-85174-676-4. Last year a revised version of the German book was published: "Handbuch Buddelshiffbau", Bielefeld 2006, ISBN 978-3-7688-1748-6. Peter sent me a copy of THIS book and it is a prized addition to my growing collection.



Terry Butler



wonders from down under

While in Plymouth for the Mayflower II 50th Anniversary celebrations, I had the privilege to meet one of the original crew members who sailed the Mayflower II from England to Plymouth, Massachusetts 50 years ago. That man, John Winslow, also happens to be a ship bottler now living in Australia. We exchanged email addresses and later I received these photos by email showing two of his projects. The bottom photo depicts a large German brandy bottle where John has a fully rigged ship 'standing off' the shore, a jetty with cargo ready for loading, a derrick and a lighthouse on shore. The model to the left is his fully rigged ship - similar to the Mayflower, that he has ready to put into a light bulb. He said, "Being cowardly, I have put off the actual putting in, for several months now. I know how to do it, but am worried that something will stick or seize up and I'll mess it up. I shall have to take some courage pills and get round to it while I still can."

written by Terry Butler



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THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The **Ships-In-Bottles Association of America (S.I.B.A.A.)** is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

APPLICATION FORM

Full name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E Mail: _____

Please briefly indicate your interest and experience with bottled ships: _____

We would like to invite you to join us. Current dues are \$25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550



D.H.